



The United States Air Force Auxiliary
NORTH CAROLINA WING
CIVIL AIR PATROL



CAROLINA WINGSPAN

Colonel Larry J. Ragland
Wing Commander

Commander's Corner

September-October, 2005

This is my first opportunity as your Wing Commander to address you, the membership, by way of our new NC Wing newsletter. These are exciting times when so many talented people are stepping forward and sharing their skills and gifts with Civil Air Patrol. I want to thank all those involved with this newsletter edition for their hard work and dedication. Now we have one more tool for better communications and understanding throughout the Wing. Let me encourage each of the members across the Wing to become involved with the submission of articles and information about your neck of the woods. We are one Wing and now maybe we can begin to experience the good works all across this great Wing.

As my first installment to the Commander's Corner, I would like to discuss something we all have been reminded of by a lady named Katrina. Although I am sure our Louisiana CAP brothers and sisters would debate on whether she is a lady or not, we can all agree she has awakened any of those that might not have been on their guard. In North Carolina we are very familiar with the devastation hurricanes can bring. However, we have to constantly remind each other to be prepared. During this height of the hurricane season I need to ask each senior and cadet member to be thinking about how he or she can best help their unit, group and wing get better prepared. Don't wait for the brain trust from above to send down the obvious. You already have the skills and the knowledge to do a great many things in preparation for such a storm event. Take the initiative and go for it.

North Carolina Wing has the will power and the talent to do great things for CAP. We need to collectively join with each other in a truly earnest and committed approach to our ES training. Pretty soon we will start a new fiscal year, spending new funds on ES training. Start planning programs now that will specifically meet your training needs. Working with our new Wing ES Officer, develop detailed plans and schedules that will use the money wisely and move all our members closer to being trained ES professionals. Try to involve local emergency management personnel, perhaps even the local volunteer fire department or rescue squad. Call up the local Red Cross chapter and see how you can train together. Ask the local airport manager what he would like to see you become proficient at. Extend your training and your thinking beyond your Squadron and include other members of your Group or Wing as often as you can. Call upon those long time experienced members to help you get through the training skill sheets.

As we standby to answer the call from our state government or another CAP Wing, ask yourself if you are truly prepared in your training and your commitment to this service to answer the call. If not, then I ask you to seek whatever guidance is necessary to realize your full potential as a valuable member of a great team. When the time comes I know I can count on you to be along side all these other great members you have come to know and trust. Together, we will serve the greater good.

Semper Vigilans,

Colonel Larry J. Ragland, CAP
NC Wing Commander

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NC Wing mourns the loss of *Everyday Hero*

In Memory of 1st. Lt. David Gilchrist, NC-007
1954—2005

He began in Civil Air Patrol as a Senior Member. He eventually progressed to 2nd Lt. and has worked in various positions in our squadron, mainly ES and PA. He had a master rating in ES, and was working on Air Ops Dir. He was also a technician in Comm. (CKH 603) He was a 1st Lt. at the time of his death. He truly did love working in Civil Air Patrol. He was once one badge away from eagle scout when he was in Boy Scouts (long ago!) and once told me that he would have given up Scouts to be in CAP if he had known of it. I could go on and on about his military career. He retired as a Master Sergeant in the US Army after 20 years of service. He was a Special Forces Medic in 7th group (Central America region) for the majority of his time on active duty. After he retired, he went to work as an OR Technician at Cape Fear Valley Medical Center, and after several years there, he went on to work as an OR Tech at the Old Womack Army Medical Center. At the time of his death he worked on Fort Bragg in Civil Service, teaching Special Forces Medics (18D). He worked at USASOC (United States Army Special Operations Command) just before his retirement. He retired at Fort Bragg, North Carolina and resided with me and my mom in Parkton, NC. I do greatly wish he was still around, because I know that he would have done many, many more great things for North Carolina Wing, Civil Air Patrol.

C/1Lt Jeremy Gilchrist, CAP

1st Lt. Gilchrist was one of the most diligent, focused CAP members I have ever met. His dedication and perseverance was unequalled by any member in our squadron or group (he was also the Group 6 ES officer). While the new group 2 is being formed, his new focus was to be more of the high standard he set forth for our local group. His planning of SAREX's and Air Show's were meticulous. Every part was well thought out and planned so that other members would be able to come in, sit down and begin the work at hand, not waste any time whatsoever, get the full scope of all tasks at hand, and then be able to get home at a scheduled hour.

I could go on and on about Dave Gilchrist, we are still in shock that he left us at such a young age. If he could have continued on he would not rest until NC Wing was number one in the country, at least in the ES areas. His son is 16 and the reason Dave got into CAP. He said he might as well do something at the meetings since he was there with his son. Oh my goodness, did he do something....

Dave Oldham, 1st Lt NC 007 Fayetteville Composite Squadron

*For once you have tasted flight you will
walk the world with eyes turned skyward,
for there you have been, and there
you long to return.*

Leonardo DaVinci

CAP Safety Pledge

As a Civil Air Patrol member I pledge to promote an uncompromising safety environment for myself and others, and to prevent the loss of, or damage to, Civil Air Patrol assets entrusted to me. I will perform all my activities in a professional and safe manner, and will hold myself accountable for my actions in all of our Missions for America.

NC Wing NOTAMS

Please join me in welcoming these members to the following position changes in the NC Wing Staff:

Capt. Charles Walters from NC 048 and Maj. Robin Sides from NC119 are both Deputy CDO/HLS Officers and will be performing this position as additional duty assignments. Maj. George Lowrance is also joining Wing CD/HLS as the Wing Training Officer.

Capt. Linwood Dabney, Wing Transportation Officer, has resigned his position stating personal reasons. NC Wing wishes to thank him for the time and efforts he has put into this position.

Lt. Col. Wes Surratt has resumed the Wing Transportation Officer position. He will also be an assistant Safety Officer as an additional duty assignment.

Capt. John Maxfield of the Raleigh-Wake Composite Squadron has accepted the position of Wing Legal Officer. Capt. Maxfield will continue to serve his home squadron as Legal Officer and PAO. Lt. Dan McCollum, also from Raleigh-Wake, will serve as Wing Safety Officer.

I know all of you will assist these officers as they transition into their new positions.

Lt. Col. Leslie Ingram, CS

We would like to welcome two new staff members to NC Wing. As Interim Wing Operations Officer - Capt. Sal Tripoli. Capt. Tripoli brings with him years of flight experience as well as having been a Stan/Eval officer in another wing.

As the Wing Emergency Services Officer - Lt. Col. Dave Crawford. Lt. Col. Crawford also brings a wealth of experience and as a member of the National Information Technology Group, will continue to help us integrate new technology into our emergency services operations.

Please join us in congratulating these individuals and give them your full support. We are looking forward to their continued outstanding service to our wing.

Pam Landreth-Strug, Lt Col, CAP
NCWG Vice Commander

The following positions are open on the North Carolina Wing Emergency Services staff:

SAR/DR Officer

Training Officer

Administration Officer

Disaster Preparedness Officer

Interested personnel should contact me with a resume of CAP and ES experience. Some of these positions can be performed as an additional duty. Please review CAPR 20-1 for summary job descriptions.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing
Deputy Commander, Piedmont Group, North Carolina Wing
Member, Advanced Technology Group
Member, National Information Technology Group
email: dcrawford@ncwg.cap.gov
web: www.ncwg.cap.gov



**New Stamp Issue
from USPS**

North Carolina Regional Homeland Security Exercise



The largest full-scale terrorism exercise in NC history was planned for August 15-18, 2005, and included federal, state and local emergency management and first responders rehearsing the National Incident Management System and National Response Plan. The increased Homeland Security activity was not intended to cause alarm, rather to provide public confidence in the fact that North Carolina is training to prevent terrorism and to respond should an attack occur.

The original scenario was to include a hostage situation and weapons-of-mass-destruction threat at Ft. Bragg. Similar events were also planned for other military bases in the state. Also included in the planning was a large camper exploding on the Cedar Island-Ocracoke Ferry, a simulated oil spill at the state port in Morehead City, and a radiological dispersion also at the Morehead City port. Due to weather and safety concerns, some of these activities were cancelled.

A flight crew from the Raleigh-Wake Composite Sqdn. was launched from RDU and conducted an SDIS mission over the state port at Wilmington. This crew received ground support from the Wilmington Sqdn. Photos above and below are from the mission.



Members from Raleigh-Wake and Wilmington Composite Squadrons handled the SDIS Mission

Staff needed for MER SAR College

Middle East Region Search and Rescue College will be held October 14-16 at Ft. Pickett, Virginia. Maj John Henderson, MDWG/DO will be the Air Ops Branch Director and is looking to fill these open slots in the Air Ops Branch.

The following positions are available:

Air Unit Lead
Air Ops Assistants (5)
Flight line Supervisor
Flight Line Marshalls (10)
Refueling Unit Lead
Briefing Unit Lead
Briefers (5)
Classroom Instructor (Mission Pilot)
Classroom Instructor (Observer)
Classroom Instructor (Scanner)

Obviously, some of these positions require more experience than others.

If you or anyone in your unit is interested in one of these positions, please let me know.

David E. Crawford, Lt Col, CAP
Incident Commander, MER SAR 2005
email: dcrawfor@mer.cap.gov
pager: [mer14@mer.cap.gov](tel:mer14@mer.cap.gov)
web: www.mer.cap.gov

National Staff College Reminder

Any senior member grade Major and above who has completed Region Staff College; please note that the National Staff College will be held this Year at Maxwell AFB, Alabama from October 15 thru October 21, 2005.

The cost for this week long in-residence school is \$125. Applications (CAPF 17) should be send through the Wing to National Headquarters Professional Development, Attn: Mr. Mark Wilkinson. Deadline for applications is September 15, 2005. Form 17 may be faxed to NHQ at 334-953-6891.

Any questions may be directed to Lt. Col. Peggy Myrick, Director at 805-453-0224.

NC Wing is planning both a SLS and CLC in Groups 1 and 2 in the near future.

PLEASE stay tuned for more information as these plans are finalized.

Regards,

Tom Weber

Lt. Col. CAP NCWG PDO

MER Staff College...a letter from the commander

I want to take a moment to give a hearty congratulations to all the NC Wing members who just successfully completed the MER Staff College in Raleigh. These members gave a week of their time to endure some very tough training on this Wing's behalf. This training prepares them for greater service to Civil Air Patrol and I hope you will join me in letting each one know how we appreciate what they have done and will do in the future for our common good.

I want to also extend my sincere congratulations to Lt Col Roy Douglass, our very own Group Two Commander, for a job well done. His leadership of the staff college was absolutely outstanding. My compliments and admiration are extended. Please let him know of your appreciation when you see him.

NCWG students were: Capt Dan Wishnietsky (GP2), Capt Christopher Davidson (GP1), Capt Paul Meade (GP2),

Capt John Maxfield (GP2), Capt Sal Tripoli (GP2), Maj Sankey Blanton (GP2), Maj Norman Noah (GP2), Maj Steve Bagby (GP2)

Maj Rand Sanders (GP3), Maj Terry Newell (GP3), Maj Joe Morris (GP2).

MERSC staff members from NCWG were: Capt Craig Marks, Dir of Admin (1st year), Lt Col Lisa Armour, Seminar Advisor (3rd year), Lt Col John Smoot, Protocol Officer (3rd year), Lt Col Dan Ellis, Finance Officer (1st year), Lt Col Roy Douglass, Director (3rd year).

Colonel Larry J. Ragland
Wing Commander



**MER SAR AIRCRAFT ADVANCED TECHNOLOGY TRAINING.
CESSNA 182TNAVIII, GARMIN G-1000 GLASS COCKPIT.**

Track 1 – FLYING SLOT for Qualified Msn PILOTS ONLY – only 16 avail.
Track 2 – Observer Slot – For Observers or Scanners, or Trainees. only 16 avail

The Middle East Region SAR College Staff will be conducting the
2005 MER SAR College Oct. 14th, 15th and 16th, 2005 at Ft Pickett VA.

Track 1 For Mission Pilots: To qualify for a FLYING SLOT in this training track it will be necessary for students to be a mission pilot, and have a Form 5 and be current in Cessna 182 aircraft. There will be two days of ground school, mornings of Saturday and Sunday, and pilots will fly on one of two flight sessions on one of the afternoons. No Form 5 rides will be given. **Pilots satisfactorily completing the training will be given a certificate indicating completion of the CAP required training in ground school modules 1 and 2 and flight number 1 in the FITS training syllabus. Subject to local wing DOV approval, this should allow the pilot to continue training and fly the remaining modules and then complete a VFR form 5 check.**

Track 2: For OBSERVERS: Observers and scanners are a critical part of our flight crews, and they will need some hands on experience with this new technology in order to continue to be of valuable assistance to the mission pilots. Observers and Scanners will attend all phases of the course, they will be paired up with a pilot and both will have time on the classroom computer based simulators during the MER SAR training. Due to availability of Aircraft and space limitations, the Observers and Scanners will NOT receive flight time during the MER SAR college.

The training will be intensive and applicants will have to be familiar with the Garmin 430/530 GPS including programming the GPS and locating items in all the folders of the G-1000 system. A basic knowledge of the G-1000 is necessary. All manuals and a simulator are available for download on the Garmin web site. Students who register for this course will receive a link to these materials via e-mail.

The systems unique to the Cessna 182TNAVIII aircraft will covered in the classes. This includes the Bendix/King KAP-140 autopilot, electrical, vacuum, and fuel.

Ground school with run from 0700 to 1200. Fight training will run from 1300 to 1800. Two pilots will train in each flight session. A trainee pilot will be in the left seat and the other trainee pilot will be in the rear seat. After the first period of approximately 2 hours the pilot trainees will swap seats. Flights will consist of using the KAP-140 autopilot in flying the aircraft and making GPS and ILS approaches. A pilot does not have to be instrument rated or current. The use of approaches is the method of demonstrating the integration of the systems in the G-1000

If interested, please go to the MER Web page at www.mer.cap.gov to register. Be sure you select the G-1000 option when signing up for the SAR College.

// Lt Col Eric Litt VAWG, Advanced Technology Training\\ erlitt@msn.com

For More information regarding this course or any course offered at the
MER SAR College please check out the following website:

<http://www.mer.cap.gov/mersar/info>

If you have additional questions, please contact

J. Jay Langley, Lt Col., CAP
MER Director of Emergency Services / DOS
2005 MER SAR Director
Phone (919) 870-9915
Fax: (919) 844-0871
E-Mail: Jlangley@mer.cap.gov

September SAREX

The SAREX is a go for everyone in BUY. All aircraft are to be present unless given dispensation.

As we have found, natural disasters can be absolutely devastating to those directly hit. But realize we are a community. Whether we look at our neighborhood, city, state or even the country, we are a community. We depend on each other, regardless of job, race, creed or any other measure of community.

As the North Carolina Wing CAP, we have lain dormant for way too long. We HAVE to train. I realize that we will all have to make sacrifices along the way. We do so on an individual basis and in conjunction with our families. Those that volunteer to serve, serve others—not ourselves.

I know what the governor has said and what he is trying to do. I admire him for preparing and protecting our community under these circumstances. I would hope to do no less. If we are to be of service, we must be prepared. To be prepared, we must train. We each do what we can—to the best of our abilities.

This hurricane season is NOT over by any means. I pray that no one will become a victim of such a violent storm. But if called here in NC, I plan to be ready. I will hone my skills to be of service to my community, state and nation. I will know that I will have to make sacrifices to serve. I do so willingly. I have volunteered to do my best and I WILL NOT use volunteerism as an excuse for poor performance. I will do my best. I will train to be the best and do my duty for those in need.

Everyone needs to make their own decisions as to their level of service. Once made, I expect you to maintain that level or re-evaluate your commitment. I know families take priority in some circumstances—they support us and we need that support. I also realize finances are critical. That is part of the choice we make. That is also part of the reason for funded training. We do want to minimize that part of the sacrifice, and thus, the funding.

Ladies and gentlemen, this is the time to evaluate what your commitment will be. This will not be the only funded training exercise. There will be others. This is the beginning of a new approach to our service. Please stand with me and let's move forward together as a team. We need everyone to realize their potential to serve and help others. I look forward to seeing each and everyone of you in the field some day—serving our communities.

Fly & Drive Safe!

Semper Vigilans
Dominic Strug, Lt Col, CAP
Training Officer, September 2005 SAREX
XL

NC WING SAREX is on 09, 10, 11 September, 2005
Your squadron commander has full details.

Col. Ragland comments on training

While on vacation, I have been watching the email traffic, the news coverage of the devastating disaster of Katrina, and the messages from our National Command and the National Operations Center. We are forced into using the training funds we have before the end of September. Many members who just need one more sortie, or just a few more sign off on ES items will be unable to respond to Katrina with the rest of us if we do not have this training. NC Wing needs as many of these members, along with qualified SET members, to make the best effort to get all our members qualified in ES. When the call does come for our active help (and it will come) we need to be prepared in the best way we can. The more members we get qualified, the more chance we have as a Wing of having a successful mission helping victims of Katrina.

Please think about your commitment to CAP and your fellow citizens. We cannot respond as a Wing without qualified ES members. You have the opportunity to make a difference for the victims of Katrina through CAP if you are trained. I cannot stress enough the importance of this training. It is critical that as many members as need training come to BUY that weekend. I plan to get UDF qualified if I can. Each member needs to think about what additional ES skill they may need to work on.

I continue to put my faith in the good members of NC Wing CAP. See you in Burlington.

Colonel Larry J. Ragland, CAP NCWG/CC 919-417-0021

Aerospace Education

Congratulations to the 10 senior members who have reported completion of the AEPSM for calendar year 2005. Of the 853 senior members in the Wing, 268 (31% of total) have completed the AEPSM.

That means 69% of the Wings senior members have yet to experience the joy of completing the Aerospace Education Program for Seniors Members(AEPSM). Not only is *The Yeager*, a cool ribbon, but the certificate signed by Chuck and the Gold Seal on the Certificate of Proficiency show your commitment to the Civil Air Patrol AE mission.

So don't delay, take the Yeager today. Visit: www.cap.gov/ae and following the link for Senior Members.

In order to provide a pleasant reporting process and to insure that you, the Yeager Taker get your certificate and award noted in a timely manner, the NC Wing Special Yeager Taker SOP is redistributed below:

The NC Wing has modified the reporting process after completion of the on-line test:

It is important to remember that you must send notification to two places:

- 1) To NC Wing for generation of the Yeager certificate and
- 2) To the DAE to get your national records updated.

The certificate and the National update can be turned around within 30 days if the timing is right and if the procedures are followed. Postings of the senior members who complete the achievement will be made in the AE Newsletter.

I encourage all seniors to take advantage of the on-line testing and demonstrate your commitment to the CAP AE mission.

Thank you

RW Harkness, Maj. CAP
NC Wing DAE

Special Notice:

The CAPP15 Aerospace Education Officers Handbook has been updated and one has been mailed out from National to each unit..

The April 2005 edition is also available for download at :

http://level2.cap.gov/visitors/member_services/publications/pamphlets.cfm

NC Wing Special Yeager Taker SOP:

Reporting procedures in effect from March 2004:

For reporting of on-line AEPSM testing completion:

- 1) The member provides to NC Wing HQ (either by Mail or Email) the AEPSM test completion certificate.
Mail to : NORTH CAROLINA WING HEADQUARTERS
P.O. BOX 2082
BURLINGTON NC 27216-2082
Email to: ldavis@ncwg.cap.gov
- 2) The member provides the DAE at: rharkness@ncwg.cap.gov an Email with the certificate attached as notification of completion of the test.
- 3) The Emails to NC Wing & the DAE should contain the full member name, grade, CAPID, unit and the date the exam was completed.
- 4) The NC Wing will prepare and mail the AEPSM CAPC20 Yeager Award certificates to the unit CC's each month.
- 5) The DAE will forward a monthly CAPF127 to National HQ to update the member's record to reflect the award.

The procedures have not changed for reporting AEPSM completion by the traditional manual testing process.

The unit commander, IAW CAPR 280-2, must forward a CAPF 126 to NC Wing HQ. Please provide the DAE an Email notification, so the CAPF 127 preparation can begin.

For additional details review the CAPR 280-2 on the www.cap.gov Aerospace Education page.

All seniors are encouraged to take the Yeager test if they have not already done so and join the ranks of those seniors serving in the CAP AE mission.

Thank you and remember: AE begins with you !

Wing Communications Conference Update

All Cadets and DCC's NC Wing:

I would think there are many cadets in the NC Wing that would really enjoy coming to the Communications Conference at Wing HQ 17 and 18 September. I would certainly hope so!

I remember when I was a cadet and how much I enjoyed the old AM days on 4585 and 148.14. All AM and all simplex on VHF. Times and equipment have changed. But the thrill of radio has not! It has gotten SO much better!

All cadets who want to come to this conference should go to your squadron commander or deputy commander for cadets and let them know of your interest in attending. You will learn a lot! You will enjoy what you see! You will make new friends! You will be able to help and forward the communications mission here in NC Wing! And I understand the food will be GREAT TOO!

CKH-4 is really a connoisseur of "COMM GRUB"! Since he is the OIC at the conference I can only guess the food will be "5x9 quality"!

I hope to see a lot of cadets at the conference!

Tink Schaffer, Col, CAP
CKH-7/WA4MKO
OLD Blue Dog 682 and Red Dog 410

Comm. Conference Schedule

Friday PM: Campers may arrive. I will be at the HQ from about 1300 on.

Saturday:

0800 - 0830 Sign in (Lt. Col. Leslie Ingram)
0830 - 0900 Greeting assembly (Col. Larry Ragland, Lt. Col. Stan Ingram, Lt. Steve Mann, others)
0900 - 10:30 ROA B-CUT Basic class (Lt. Col. Jerry Oxendine)
0900 - 0930 Licensing and paperwork discussion (Lt. Barbara Boesen)
0930 - 1030 Antenna construction, mounting and testing (Lt. Col. Stan Ingram, with input from all)
10:30 - 11:30 The "Future" (we hope!) of NC Communications (Lt. Chris Linker)
1130 - 1300 Lunch, on your own
1300 - 1530 ROA A-CUT Advanced Class (Capt. Mike Starr)
1300 - 1530 Mission Communications training and discussion (Lt. Col. Stan Ingram, Col Schaffer, and input from all)
1530 - 1600 Day's wrap up, awards (Lt. Col. Stan Ingram, Col. Ragland)
1600 - 1700 Free time
1700 World's most famous BBQ dinner! (Jim Davis)

Sunday:

0800 - 1200 Practice mission, concentrating on radio use (Planned by Lt. Mann)
1200 Depart for home...Thanks!

Lt. Col. Stan Ingram
NCWG/DC

Session #4 of the PAO Bootcamp and NC Wing SAREX

This session will cover the Mission Information Officer School, and will be run as part of the NC Wing wide SAREX on September 09 and September 10, 2005. This is a FUNDED Sarex and Lt.Col Biondo and I will be conducting training classes and sorties will be organized as part of the training mission.

TIME : 1000 hrs to 1400 hrs (Since we will not be breaking for lunch. Lunch will be provided for a small fee.

LOCATION : North Carolina Wing HQ library.

OPEN TO : All PAO's, PAO Trainees, Incident Commanders, IC Trainees and any member interested in the MIO function.

ATTIRE : Any official CAP uniform worn according to regulations.

WHAT TO BRING : A copy of the CAPR 190-1 (Guide to CAP Public Affairs)

HOW TO APPLY : There are no forms needed to attend this school. If you plan to attend, please send us an email to the contact address shown at the end of this message.

NOTES : This will be the fourth session of the North Carolina Wing PAO Boot Camp. The next planned session will be on 8 October 05. This block of instruction will complete the Mission Information Officer School.

A funded practice mission number will be granted for this school. You will get credit for a practice mission going towards MIO qualification or re-qualification according to established ES regulations.

The purpose of this PAO Boot Camp is to take the unit/group PAO or member interested in becoming a PAO, from the very beginning of the PAO function all the way through the program. Future blocks of instruction will cover such topics as dealing with the media, giving live media interviews, newsletter construction, CAP PAO Training Track #201e and other vital blocks of instruction as well.

If you missed sessions #1 and #2 or #3, we will bring all material handed out at these sessions so that you will not miss any information.

We strongly urge all IC's and IC trainees to attend these two MIO schools. By attending these MIO schools, you will get a clear understanding of the COMPLETE MIO function and it would be beneficial to have feedback from those of you who manage SAR missions as well.

We encourage all NCWG PAO's to attend this PAO Boot Camp. Make a commitment to attend all upcoming blocks of instruction. This type of PAO School has never been attempted before. In fact we believe our wing will be the first in the Middle East Region to hold such a school. If you attend all scheduled sessions of this Boot Camp, you will be better prepared as a Public Affairs Officer Professional. Please contact us if you have any questions concerning this PAO Boot Camp.

PLAN TO ATTEND THIS VERY IMPORTANT PAO EVENT !!!!!

Lt Col Anthony Biondo Jr
Public Affairs Officer
North Carolina Wing

Contact info for PAO Boot Camp:
conrad.dacruz@netswirl.com

AEO Training offered to NC Wing

The Winston-Salem Composite Squadron (NC-082) will host an Aerospace Education Officer School on Saturday, 24 Sept 2005 0800-1700 at the Smith Reynolds Airport Terminal Building 3801 N. Liberty St. Winston-Salem, NC.

All AEO's, senior members and cadet officers interested in learning more about the CAPAE Mission are invited to attend.

Lt. David Rodwell and Capt. Dan Wishnietsky have offered their unit's hospitality and facilities, all ingredients for an exciting AE event for the NC Wing. The agenda will include presentations and material on how to promote the External and Internal AE program in your group and unit.

In addition, late breaking information on NC Wing support of the Fly-a-Teacher program and the model rocketry program will be discussed. Attendance at this workshop will satisfy a Performance Requirement for the AE Senior Specialty Rating CAPP 215 3.b.4.

Make plans to attend; schedule the aircraft, van or POV and respond by email to the address below with your name, unit & capid. Area hotel information is available upon request for those wishing to arrive Friday evening.

Spread the word on NET, at unit meetings, then come on out and be a part of this *Aerospace Education*

Submitted by:

RW Harkness, Maj, CAP

NC Wing DAE

Email: airhark@juno.com

Plan ahead for 2006

Though it is over a year away, your planning can start today! National Conference on Aviation and Space Education (NCASE) - Crystal Gateway Marriott, Arlington, VA - October 19-22, 2006.

DAEs and AEOs - attend and network with AEMs in your region and share ideas. Home schoolers - attend and find out what CAP can offer you for your curriculum. Check it out at : <http://www.ncase.info/> and pass the word!

Major Harkness
DAE



Wing Hall of Fame

Every month we are going to recognize the TOP FIVE orientation pilots.

It is the ***Orientation Pilot Hall of Fame***. The recognition is based on the number of orientation rides (front and back seat rides) At the end of the Year we will recognize our "TOP FIVE for 05" Orientation Pilots.

Hall of Fame for July:

1. Lt Col Dominic Strug flew 20 rides
2. SM Robert Blair flew 6 rides
3. Lt Col Jim Carr flew 5 rides
4. Capt Matt Mickelson flew 4 rides
5. Capt David Gamble flew 2 rides

Hall of Fame for June

1. Capt Paul Supina - 12 rides
2. Capt Quentin Mueller - 11 rides
3. Capt Ray Walters - 10 rides
4. Lt Col Dominic Strug - 9 rides
5. Capt Douglas Hansen - 7 rides

Overall TOP Five for the FY 05

1. 1st Lt Quentin Mueller - 71 rides
2. Capt Paul Supina - 50 rides
3. Lt Col Jim Carr - 39 rides
4. Lt Col Dominic Strug - 29 rides
5. Capt Ray Walters - 28 rides

Congratulations! I hope to see new names here this month.

Pam Landreth-Strug, Lt Col, CAP
NCWG Vice Commander

IACE is big Success

The International Air Cadet Exchange was a great success! Everyone who was involved in making this a success deserves a huge THANK YOU from all the members of the wing. I especially wish to thank the host families, without you it could not have been possible. Lt Col Lucy Davis and Lt Col Linwood Barkley did a fantastic job taking the cadets across the state and showing them our southern hospitality. Another big thank you goes to Lt Col Aaron Harper who coordinated the entire event.

North Carolina is one of the top host wings in the nation because of our great members who supported IACE this year.

Thanks again!

Pam Landreth-Strug, Lt Col, CAP
NCWG Vice Commander

See article and photos on Page 9

Flying in the Lazy, Hazy days of Summer

You don't have to be a pilot to see the effects of haze in North Carolina, especially in the Summer. If you work in a building more than 4 or 5 stories high, you can look out over the landscape and see the hazy horizon. Anytime a high pressure system builds to our east, we get the milkies. The weather geeks refer to this phenomenon as a Bermuda High. While it serves a great purpose in blocking northward movement of tropical weather systems (You know, HURRICANES!!) it makes flying tricky around these parts.

Haze occurs when a large, stalled high pressure system creates a temperature inversion that traps pollutants and other airborne particulate beneath it. Visibilities can drop to IFR levels after a few days of dense haze, and change will come only when one of those fast-moving cold fronts blasts through and washes the air clean.

Poor visibility

Combine escalating surface temperatures with the lethargy of haze-producing highs and you'll see that the top of a haze layer rises with each passing day. Ultimately — just before the high breaks down — haze layer tops can reach to 10,000 feet msl or more. On any average day in the Summer, 3000 to 4000 feet msl is the altitude you have to hit to break out of the milkies. Obviously, the safe answer to dealing with dense haze is to file IFR or postpone flying until conditions improve. A VFR climb to VFR-on-top conditions will not only be illegal, it could also take a long time (remember density altitude effects performance) and leave you exposed to traffic conflicts at a time when your forward visibility is practically nil.

Combined with low Sun angle in early morning and late evening hours even marginal VFR can be difficult. This situation intensifies glare and makes it virtually impossible to see forward into the windscreen when heading toward the sun.

Reduced visibility increases the risk of not seeing obstructions even more.

Increased Chance of collision

In hazy weather, a condition called empty field myopia occurs, in which the eyes tend to focus at a distance of about 10 to 30 feet. Certain lighting conditions also make it difficult to see other aircraft. Most importantly, if you're on a collision course with another aircraft, there is no relative motion and you are much less likely to see it. Other techniques can help overcome these problems. By looking at the ground periodically, especially in hazy conditions, you can force your eyes to focus at a greater distance. If a controller points out traffic at a distance of 3 miles, you can look at the ground 3 miles away to help pre-focus your eyes at that distance.

Midair collision accident statistics reveal that 60 to 70 percent of all midair collisions occur below 3,000 feet and within five miles of an airport. More than half of all midair collisions occur at or below 1,000 feet AGL, usually in or near the traffic pattern. Of these, only 2 percent happen on downwind, with about 18 percent occurring on base, and by far, the greatest number, 80 percent, occurs on final. Clearly, as you turn base and final at our destination, the sky is anything but big. Statistics also indicate that of the mid-air collisions that do occur in the pattern, 78 percent happen at non-towered airports.

What do you do?

Well, here we are and here is the weather we get. If you're a freshly minted pilot, it can be a bit scary. If you've just moved into the area, be ready for a surprise the first time you encounter a VFR (IFR) day. If you're flying and it's really hazy, maintain a vigilant scan for other aircraft. Better yet, supplement your scan with flight following. ATC doesn't bite. They can be a real friend when you need them. Once you get used to talking to them, you'll feel naked without them even if you're a VFR pilot like me.

Summer's getting short and daylight is beginning to go with it. Fly when the Sun has climbed above the horizon and cleared the haze layer. Plan to be back on the ground before the Sun sinks back into the haze later in the day. But make sure you're not tangling with thunderstorms that also appear during this same time of day. This makes for some tricky flying conditions, but it will force you, as a pilot, to plan your excursions into the air a little more accurately.

Fly safe and **DON'T DO NOTHING STUPID.**

Lt Dan McCollum, Wing Safety Officer



NC Wing Cadets

The 111th SAR Cadet Squadron of NC Wing has a new Earhart cadet. Cadet Crishon McManus received his Earhart this month From Capt. C. Brandon Parks, Assistant Director of Cadet Programs for NC Wing. Cadet McManus is one of the outstanding cadets of our wing. He was one of the squadron commanders at the 2005 NC Wing Encampment and did an outstanding job. Cadet McManus is also the cadet commander at the 111th squadron and is a squadron commander in JROTC. Cadet McManus's goal is to be a Spaatz cadet and an officer in the Air Force. He is well on his way.

C. Brandon Parks, Capt, CAP
Assistant Director of Cadet Programs, NC001



Earhart winner Cadet Crishon McManus



Capt. Parks presents Earhart award to Cadet McManus

Raleigh couple hosts I.A.C.E students

Tea and crumpets? Not this time. It was milk and pancakes for two Cadets from Great Britain participating in the International Air Cadet Exchange (IACE). Cadet Tom Nicholas from Aberporth Sqdn., Wales, UK and Cadet Jonathan Hamlyn, Hull West Sqdn., England, UK were hosted by Capt. Dion Viventi and his wife SM Amber Viventi at their home in Raleigh.

The Viventi's housed, fed and transported the cadets for three days in July. Capt. Viventi said that after each day's activities, they spent time on the Microsoft Flight Simulator.

The Viventi's are members of the Raleigh-Wake Comp. Sqdn.



From left to right: Cadet Hamlyn, Cadet Nicholas, SM Amber Viventi
Photo By Dion Viventi



Lt Col Linwood Barkley with Cadets Guy Samorzik, Ilan Elmaliach
Tom Nicholas and Jonathan Hamlyn

Cadet solos at NFA

At 10:30 am on 13 Aug 2005 C/SSgt Sarah McDermott flew her first SOLO flight at National Flight Academy. Cadet McDermott wants to be an astronaut. Her solo flight was one step closer to her attaining her goal. Cadet McDermott is the Cadet Executive Officer at the 111th Squadron (Charlotte, NC). She is a great benefit to the Civil Air Patrol Cadet Program. She intends to continue to pursue her license with the 111th Squadron.

C. Brandon Parks, Capt, CAP
Assistant Director of Cadet Programs, NC001



C/SSgt. Sarah McDermott

EDITOR'S NOTE: This is the **North Carolina Wing Newsletter**. While this issue seems like a Group 2-oriented publication, that's not what was intended. That's just how it turned out. We can't publish what we don't have. Your newsletter staff has made repeated requests for input from all Groups. If you don't blow your own horn, no one is going to do it for you!

Teen solos in one week

FORT PICKETT, VIRGINIA-

Blackstone Army Airfield (BAAF), or as the civilian world calls it, the Allen C. Perkinson Airport (BKT), named after a CAP Virginia Wing Commander in the 1940's recently hosted the 9th annual National Flight Academy-Powered.

Cadet Colonel John Lovette, 16, of Winston-Salem, completed the week-long academy of air and ground (class room) instruction and earned his solo wings (flew the airplane by himself). John, son of James Fleming Lovette and Elizabeth Brock Lovette, is a home school student (Freedom Christian Academy). His hobbies include: piano, basketball, politics, and creating websites. "My main hobby is CAP," Cadet Lovette said.

National Flight Academy's are based on the U.S. Air Force's Flight Screening Program and offer real time instruction in a Cessna 172. Certified Flight Instructors provide instruction and encouragement with 10 hours of "hands on" flight time,--learning the basics of flying a powered aircraft. With 25 hours of ground instruction and the opportunity to fly as an observer as other cadets receive instruction, each student pilot is preparing for the next step in obtaining a FAA private pilot license.

Due to FAA rules, cadets must be age 16 or older by the start of the activity to attend. Only cadets in Civil Air Patrol can attend this activity.

Maj. Norman Noah



Cadet Lovette receives ceremonial solo dunking



Volunteers needed for a good time (seeing the Air Show) and working the flight line (we talking good front row viewing).

**Seniors Contact: Maj. Ron Cheek
336-764-3278**

rivrratone@triad.rr.com

**Cadets Contact: 1Lt Norm Potter
336-945-6143**

normpotter01@aol.com

Friday Night 5-7pm: Setup of GP Medium Tent

Saturday 9am-4pm: Flight Line

Sunday 9am-4pm: Flight Line and take down of GP Medium Tent

Box Lunch on Saturday and Sunday for Volunteers

Parking will be at Squadron Building and we will use the Van to get people to Flight Line.

We are planning on 4 hour shifts, there will be breaks scheduled to enjoy the displays and Air Show.

(Pictures from last years Air Show)

http://www.winstonsalemcap.com/Event_Pics/Airshow_2004.htm

Move Over Law

From NC Crime Control and Public Safety

On July 14th, Gov. Easley signed legislation that provides more protection for emergency responders who perform their dangerous jobs along our highways. Currently, the "Move Over" law directs motorists to change lanes or slow down when passing a stopped emergency vehicle with flashing lights alongside the road. The new law increases penalties for violations from \$25 to \$250 plus \$100 in court costs. In addition, the new law includes not just troopers, firemen, police officers and EMS crews, but **also any public service vehicles using flashing amber lights**, such as DOT's Incident Management Assistance Patrol vehicles and wreckers.

The increased penalties will serve as a significant motivation for drivers to slow down. And punishment is more than just money out of pocket. A motorist who fails to move over and causes a crash resulting in severe injury or death will face a felony charge. Had the newest version of the law been in effect when Troopers Calvin Taylor and Anthony Cogdill were killed in separate crashes in Haywood County, the persons responsible for their deaths would have faced more severe punishment. Trooper Taylor's death resulted in the initial passage of the "Move Over" law in 2002. The truck driver who hit Trooper Cogdill was only found guilty of a misdemeanor in 2003, which proved the law needed strengthening. In addition, more than 70 troopers have been hit on the side of the road in the last two years.

The new law takes effect July 1, 2006, and it will be up to us as the state's lead public safety agency, to help educate motorists about the law. Already throughout North Carolina, more than 40 highway signs reading "Move Over or Reduce Speed for Stopped Emergency Vehicles" are being installed by DOT. Information about the "Move Over" law has also been included on the 2005 State Transportation Map, on posters at rest areas and on informational bookmarks distributed to law enforcement agencies and citizens throughout the state.

Attention all Pilots and FROs

We need to compare the Hobbs meter reading with a clock for the next five (5) flights in each aircraft. Please list the clock reading in the remarks of the 10A. Crew Chiefs please notify Maj Jon Johnson at the end of the last flight if there are any discrepancies.

FROs please remind the pilots to accomplish this when they call to get their flight release.

Pam Landreth-Strug, Lt Col, CAP
NCWG Vice Commander

ICE your cell phone

In Case of Emergency Internationally, there is a movement to have people save emergency contact info on their cell phones. In many cases, emergency workers have no way to contact family when an injured person is incapacitated. Paramedics and others are pushing this in England especially after the recent bombings. The saved info is listed as ICE in a cell phone contact list.

Origins: One of the difficulties long faced by emergency services personnel is how to locate next of kin for (or obtain other necessary information about) a victim who is unconscious, dead, or otherwise unable to respond to questions. Even if the victim is carrying one or more forms of identification which have remained with him (such as a driver's license), those items don't necessarily provide information about where and how relatives or other interested parties can be reached, resulting in delays as officials try to track those people down through ancillary details.

1Lt Terry Keever

Wing Numbers

Through 15 August, North Carolina Wing has prosecuted 36 Actual missions in CY2005. That compares to 47 in the same period of CY2004. The ops tempo of actual missions is down slightly, however, we have added to the number of training activities that are being executed. There are still almost 3 months left in Hurricane Season so we need to be prepared to respond should that become necessary.

Thank you for your continued willingness to respond.

David E. Crawford, Lt Col, CAP
Deputy Commander, Piedmont Group, North Carolina Wing
Interim Director of Emergency Services, North Carolina Wing
Member, Advanced Technology Group
Member, National Information Technology Group
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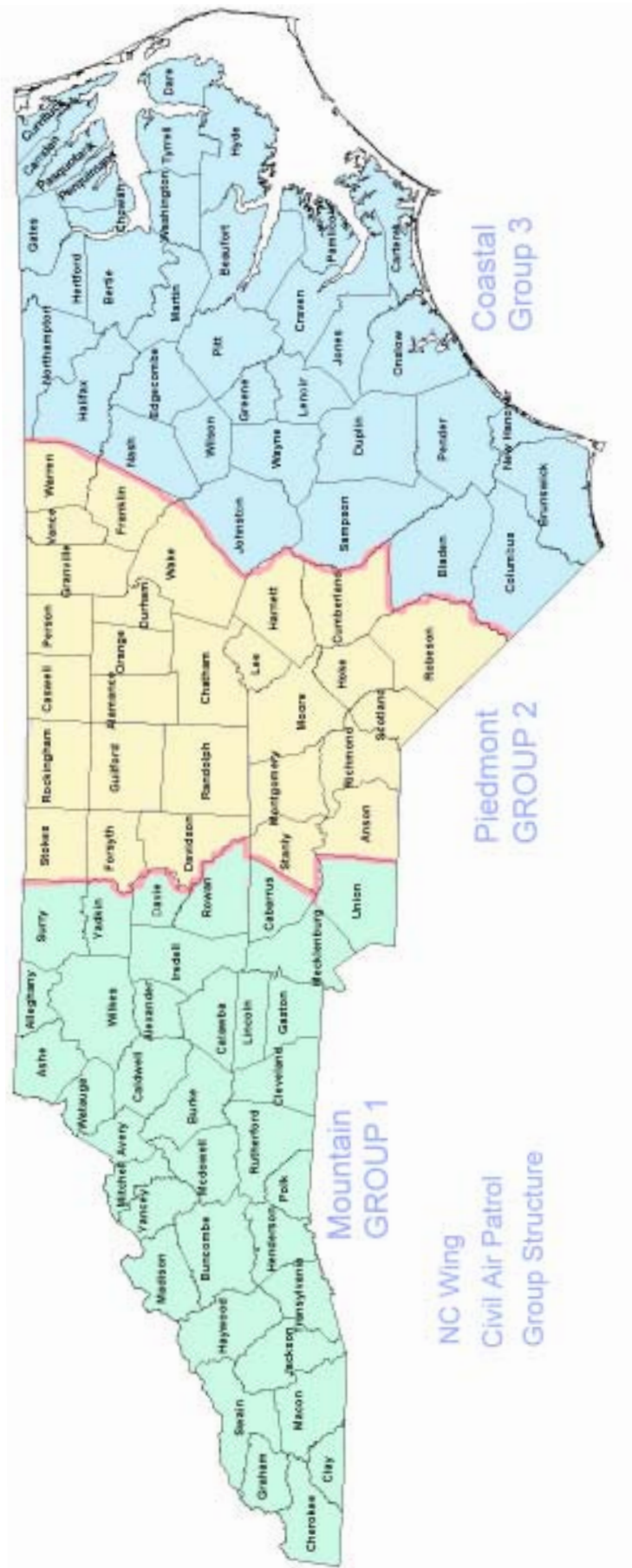
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Cockpit Conversation

The time has come," the Walrus said,
"To talk of many things:
Of shoes and ships and sealing wax,
Of cabbages and kings,
And why the sea is boiling hot,
And whether pigs have wings."

— Lewis Carroll, 'Through the Looking-Glass,' 1872.

I've encountered two basic kinds of newsletters over the years—those that reflect the opinions, mores and ideas of the editors who put the newsletter together, and those that reflect the lives of the readership. In accepting the task of editing the Wing newsletter, I pledged to make it as all encompassing as I am able.

Don't get me wrong, I'm as opinionated as the next person, but I truly want this publication to be *fair and balanced*, interesting and topical, but most of all reflective of the kind of people that contribute their time, talent, energy, know-how, expertise, and yes—money—that combine to make Civil Air Patrol what it is today and is possible of being tomorrow.

To accomplish my goal I need to know about your goals and your lives as they have become intertwined with CAP.

Just recently an NC Wing Lieutenant Colonel asked me, "Why are you so energetic?"

I wanted to reply something like...hey man, I'm 68-years old. I burned out most of my energy years ago. But rather than being flip in my response I said, "CAP makes me feel necessary, that I'm still of some value." When you get to be my age you begin to realize that the world is moving on and you are at risk of becoming stagnant, overlooked, rejected.

The colonel said he had been a member for 30-years. *I joined in January, 2005.* My biggest regret is that I didn't know about CAP that long ago. When I did learn a little about CAP—from the National Website—I sent an email to the Raleigh-Wake Composite Squadron. I listed what I thought were my best qualifications: private pilot, amateur radio license, and general radiotelephone operator's license. I mentioned my age and asked if CAP had an age limit. A cadet from NC-048 responded, "No sir...CAP doesn't have an age limit. If you are good enough for the FAA, you are certainly good enough for CAP."

So ladies and gentlemen, you know where I'm coming from. Now it's your turn to tell me about yourself, your experiences. I won't promise we'll publish everything we receive, but I'll certainly try to publish most of it. Stories and photos are welcome!

All the best,

Don Penven, 1st. Lt. NC-048
Editor, CAROLINA WINGSPAN
And also involved in a bunch of other stuff

Submission Format

If you have something important, something that would benefit CAP, please send it to me at donpenven@gmail.com. Articles should be composed in MS Word and sent as an attachment. No formatting please. It drives me nuts! Photos may be in JPEG or TIFF, also sent as attachments. Files should be 1-1.5 megs. Remember, *a picture is worth a thousand words*. Pretend you are submitting something to Reader's Digest. You have a better chance with me!
DP

I'd like to introduce you to part of my extended family: PURDY is a 1975 Grumman Cheetah, and Cindy Lou is a part-Shepherd survivor of Hurricane Floyd, Yes, Cindy has more hurricane experience than many of us.

